

17th June Bristol's biggest bike ride.
28th April Saturday - Go Carting

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TRF

GAZETTE



Editorial – Tony Steel

Welcome all to our new look TRF newsletter for the Bristol Group. I have to admit there is a little copyright infringement as the design is taken from the Wilts newsletter. So thanks boys!

If you have an email address you could help save the group on postage costs as I can now email you a copy of this very newsletter so please let me know your email address. Mine is:

Anthony@asteel.freemove.co.uk

This also means you can email me anything you would like to go in the mag, so don't be shy and get some stories to me. Tell me what your bike is like? How about a run report? Do you get discount in any shops with a TRF card? Let me know!

If you are new to the club, welcome. Please don't be shy and talk to people about what's happening. Not sure what bike to ride? Ask. There is a lot of knowledge in the club about bikes, where to ride, maintenance, etc. You may be surprised at how accommodating most people are!

Unfortunately Bob Chapman has recently been involved in a lorry accident (he is a driver) and has lost the lower part of one leg. Our best wishes go to Bob and his family.

Swansbury Place
'The Hook'
Tisbury
Bath
BA2 ONE

Chairman's Chat – Pete Hopes

Welcome one and all to my first Chairman's Chat of this year (I have at last become PC literate so watch out...this is just the beginning!).

Great Britain. How did we ever manage to get such a positive title, as we are always willing to knock back anyone who achieves any success? Yet we are still the envy of the rest of the world. This way of thinking can be applied to much of what WE do as the Bristol TRF. I understand that the general feeling is that we had a good year in 2000.

Let us have a quick reminder of some of the memorable occasions: 2 weekends at Rhyader.

A well supported weekend in Brecon (A little short on numbers...not!).

John Ebbrell Memorial Run. 14 hours in the saddle from Bristol to Taly-bont and back.

05.30 start for our Midsummer Madness run.

A skittles challenge night.

Bristol Bike Ride (A sponsorship success).

A Christmas party.

Riding with TBM. Salisbury Plain in the snow (-8 C).

Mad Axeman's Lane decision. 2 lane clearing days (very well supported..Thanks). And many many more.

If you did not take part in any of the above, think of what you missed and ask yourself WHY?

We had what I shall call a minor hiccup in January at our clubnight and I'm glad to say your committee has dealt with the issues and are to implement some new answers to old problems.

I hope we have set a standard for our group which we can maintain for some time to come, and those who put the most in will be those who get the most out. With this in mind, what of 2001? More weekends away. More runs in new areas? More of what WE do well, plus more of the good bits from last year all over again.

New Year Run – Tony Steel

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The motley crew met at the Little Chef at Warminster for a welcome cooked brekky before we started on 30th December. The weather was clear and crisp and just a tad cold and there was still plenty of snow around. We set off down the hill straight onto compressed snow.....this is going to be fun I thought as I slid to a halt taking care not to use the brakes. Remember my little CRM is a stroker and does not have any engine braking! We headed up onto the Plain and being at the front I was the official ice breaker. It was weird coz the front wheel went over the ice but the rear was just breaking through into the puddles (my fat arse!). Up above Westbury White Horse we hit the gravel track which was covered in pack ice and pretty slidy. I had a couple of big front end slides so Keith and Leigh went flying past. I slowly rebuilt my fragile confidence when we started to descend a long drop down hill. Stopping required about 400yards of pre thought or we would all end up in the fence at the bottom. New man Colin then started having problems with his KTM250EXC, which was to prove to be a duff plug. Judging by the piss taking I'm sure he will carry a spare next time! This held us up for a while so we dropped down to Edington to sort a vehicle rescue. A few of the lads went up Edington Steps whilst the rest of us waited for Colin to bring back the van to pick up his bike. Apparently the

climb up Edington was tricky but the drop back down the road was more interesting and there were a few fallers. We then climbed back onto the Plain again and gingerly made our way along the Ridgeway. After a couple of miles we dropped down through the woods which made an interesting alternative to the flat tracks. A couple of trees had come down and we only just managed to squeeze through. Tim rode off to test something on his bike and returned to a hail of snowballs! Well you've got to! We headed onto the central section of the Plain and luckily the byway to Orcheston was open (normally shut for boys playing soldiers) so we headed off down it. This was when I discovered the knack of riding with both feet out using them as stabilisers, which worked a treat and I could now get above walking pace. Steve had a big get off as he slid on the ice but he lived to tell the tale.



The ranger stopped the guys at the back to see what we were up to. They explained we knew where we were going (the byway to Orcheston) and he was happy to let us carry on. Two minutes later and I guided everyone onto the wrong track! We were riding on virgin snow which actually gave a fair bit of grip compared to the compressed snow. We ended up at the Bustard Inn but did not have time to have a drink and pushed on back across to Redhorn Hill. As the Sun dropped we made our way back across past Westbury White Horse with spectacular views in the fading light. We all

made it back in one piece and despite only covering about 40 miles we all had a jolly good time.

Doris – Bob Chapman

I first set eyes on Doris in January 1996. She was sat in the window of 'Crescent Suzuki' in Bournemouth (the dealer who ran the Suzuki World Superbike Team). I was on the lookout for a middleweight trail bike as my Honda Dominator was a bit too heavy and road-biased for serious trail riding. I had taken my Dommy up the Fosseyway, the Ridgeway, and I even got up Stockwood Vale (Enginehouse Lane)! I was in the company of XR600's, but I was a bit concerned about damaging the expensive plastics if I binned it.

Doris is the name I give to my DR350. I went into Crescent to talk to a salesman and came out with a big grin. Doris was immaculate, low mileage, and without even seeing my Dommy he offered me a favourable part-ex price (*He obviously did not know you Bob!.....ed*).

Fate then took over as a car 'T-boned' me on the way home from work leaving me with a bent Dominator with £1800 worth of damage! The driver was cautioned for 'driving without due care and attention' which helped speed up my insurance claim.

I did a deal with a local dealer who got Doris from Crescent and did a swap for my Dominator so on Valentines day in 1996 I rode home.....it was love at first ride!

I had not ridden a serious trail-bike for 10 years and was amazed at how well Doris coped so much better than any other bike I had ridden off tarmac, even on road biased Dunlop's she came with. After

a 1000 miles I ditched these in favour of some Michelin T61's. I needed a compromise, as Doris was my commuter as well as fun bike.

I began to be alarmed at the rate that she would eat rear wheel bearings and brake pads. A chat to a friend in Wales who owned 2 DR's confirmed that this was normal behaviour.

I bought Doris with 3900 miles on the clock. It now has nearly 27000 miles and I have kept a record of parts she has required:

Rear Tyres	x8
Front Tyres	x5
Rear Pads	x7
Front Pads	x2
Rear Bearings	x11
Front Bearings	x2
Oil filter/change	x13
Chains	x5
Sprocket Sets	x4
Plugs	x4
Chain Rollers	x5
Speedo Cables	x2
Clutch cables	x2
Bar Grips	x2
Indicators	x5
Batteries	x2

Rear Disc, speedo drive, front brake lever, clutch lever, gear lever, kick starter, numerous nuts and bolts, endless tins of WD40 and chain lube!

I have replaced the fork oil twice, but thanks to the excellent fork gaiters, I have not needed to replace the fork seals once. She had a makeover at 24000 miles consisting of tank cover, hand guards, and new gaiters (all in blue), and Keith Knight covered the scratched side panels in blue vinyl.

Some of you may think that replacing indicators is a waste of time but bear in mind I do a commute on the bike so I do need them. I get them cheap for £3-£4 a time. They are the same

as a GSXR's. The Acerbis fork leg protectors and disc-guards were a good buy. I wish I'd bought the frame protectors as well as the paint on the frame has long gone.

I was looking through Doris's registration document (V5) when I noticed that the previous owner was 'Heron Suzuki'. Fowlers confirmed that my bike was an 'evaluation model' sent over from Japan.

Recently the top half of the engine has been stripped and inspected by John Ridgeway after the plug snapped off in the head. He reported there were no undue signs of wear. Apart from the plug snap and chain snapping on the road; Doris has never let me down. A lot of manufacturers claim their trailies are 'dual-purpose', as far as I'm concerned none does it better than the DR350.

A letter to the Chairman of the 400 Club.

Dear Mr Cousins
(or may I call you C.W)
May I take this opportunity to apply to join your much coveted 400 club.

My early riding was on a XT350 but I found the power too much to handle so I downgraded to a Honda 250.

After 2 years of trying hard to improve I upgraded to a DR350 and now after 9 months I feel I have the right qualifications to move up to the higher class.

I have been nominated by an existing member. Mr Peter Hopes is an accomplished and upright (most of the time!) member.

If I am successful I will honour the tradition of not being able to wheelie and turn right without warning at any given time.

Yours hopefully

Tim Frost

TRF member, XR400 owner, and part time starfish sniffer!



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Keynsham Run 13/01/01

Tim Frost

January the 13th was the date set for a local run from Keynsham. Midweek prior to the Saturday a phone call from the Wig Wearing Truck Driver (See TBM Jan

issue!) and Bob has hit problems and is unable to lead, can I help?

The group meets at the Café at 0900 and after tea we set off. The side roads are very slippery due to an overnight frost. Lane 1 Stockwood Vale is completed without any mishaps. This lane constantly changes due to water washing out of the gully. Another couple of lanes later we end up riding up Little Uplands and down Big Uplands (due to the fact I don't like big Uplands after a heavy Crasher Cornish style get-off and subsequent damage to my left knee). We then moved across Charlton Fields and onto Ringspit. Arriving in the lay-by adjacent to the A37 John Beddis appears out of the lane on his Husky with detachable number plate and a broken indicator stalk, but still smiling. After a hasty repair we move on through Pensford to Chelwood Bridge and then left towards Priston taking in the 2 lanes at Farmborough which seldom get ridden. The short King Lane has been filled again at the entrance, but further in it has lost none of it's charming snotty, mud filled ruts!

Stanton Prior is next and it's good to see the stone pillar has been reinstated to it's former glory (on a previous visit we had tried to manhandle it back in place). We turn left onto tarmac and ride to 12 O'clock lane where a burnt out car and a fallen tree are both obstacles to overcome before we ride to Wilmington and through it without problem.

We enter Englishcombe which is blocked by large piles of scalpings. We ride round them and find that the land has been dug out ready to accept pipework for a new drainage system. Well done BANES! Taking the Fosseway out from Bath we arrive at Peasedown St John for lunch and a fuel stop.

Next up is Double Hill. A lane I enjoy, steep washed out descent followed by a stream crossing at the bottom and then a nice climb up the other side. On to White Ox Mead and through to Twinhoe Wood. As we enter the wood we are stopped by the sound of shooting and a tape across the lane. Option 1 is to carry on regardless and hope no-one gets shot, or option 2, send Howard in with pigeon feathers stuck to his helmet and see if he reaches the other side! Luckily we decide on option 1.

We enter Baggeridge Farm making sure to close all gates behind us. I think it's a good idea to switch off engines and push the bikes through the farmyard. I've met the farmer a few times and he is always friendly....a relationship we would do well to continue.

Home Convent next is a great lane down through the recently cleared wood with some nasty washed out holes for the unsuspecting. The bottom section of the lane has a water filled swamp in it just before you reach the tarmac. It's best to avoid this and ride high to the right. As we ride the tarmac I almost lose the front end of the DR on a shaded stretch of icy tarmac. Turner's Tower is next, quite difficult at the start but once this is completed you are rewarded with a nice rocky climb up from the bottom. We continue on and complete Charlton's Timber Yard. Normally we would take the black stuff back to Shepton but due to the late hour we decide to make our way back toward Bristol taking in green lanes on the way.

My own return is cut short due to a front wheel puncture at Radstock. Home for me is only 2 miles away so I decide to call it a day and the group continues

under the leadership of Dave Holt on his WR400. Most faces were at the next clubnight so Dave must have done a good job!

Hopefully everybody had a good day and at any time we were no more than 10 miles from Keynsham. Now into 2001 I want to learn a new run so if anyone out there is interested in learning this run in more detail please let me know.

Pontypool Run, Jan 2001

Tony Steel

Crisp, dry, and bright conditions greeted us as we headed off. There are a couple of new lanes added recently to this run near the start and they are corkers. Into the woods and along a stream bed in technical going. We crossed the ford at the end without problems and headed towards the Roman Road hill

climb. Unfortunately my secret is now out and everyone wants to be near the front at the start of the climb coz you get stuck behind people who have stopped in front. Gary on his WR400 was in front of me and luckily the going was dry and pretty easy. Near the top Gary stopped with me stuck behind him. CW Cuz took this cunning opportunity to get past us both, but, oh dear, he's stuck! Bloody shame, I did wave as I went by! I asked Gary why he stopped and in his true eloquent Bristol accent he explained that his blood sugar level was dropping and his heart rate was increasing.....OK, he really said he was f*****d! Knight rider rode the difficult bit and promptly fell off on the grass bank near the top!

El Presidente' Hopes then let me have a go on his DRZ400 which was interesting. Loads of power, leccy start, but still too front end heavy (like all 4 strokes) for my liking. I suppose you get used to it. Steve then let me on his XR400 for a direct comparison. I did not think there is a lot in it. The DR felt tighter and has the button, the XR turned quicker and has simplicity (air cooling) and reliability on its side. You pays your money! Dropping down through the trees I promptly dropped the front end of the XR into a hole and ended up pointing downwards with my knackers wrapped around the bars. I strained a muscle in my forearm which gave me a bit of bother later in the day. The good thing was that no one saw me so my pride was intact as I lifted my legs over the bars to get off the bloody thing. I muttered 'would'nt have happened on my CRM'. I caught up with the others and we climbed up onto the hill top. The grass was pretty slippery as it was still early and wet with a frost underneath. I was still on the XR when we turned left onto the boggy stretch and I managed to get stuck almost immediately. Steve could see I was welling up and my

top lip started to quiver when he gave me my little CRM back. 'Boy on a mans bike' is a very hurtful comment Steve!

Back on my little one we scooted on with Knight Rider managing to fall on a sheet of ice in front of everyone. 8 out of 10! We headed toward the zig zag climb in the woods and Gary was again in front of me as we launched up the hill. Now my experience told coz I cut the corner and went straight up the direct route and managed to get in front of him before the top. Dooogie (Howser MD) Frost and CW dropped back down to admire the scenery again. When they got to the top Dougie was in front as he came round the final bend. We were all about to give him a good cheer when he decided to celebrate by high siding and riding straight into the bank! Look on the bright side, he kept his feet up in true trials style! We headed over the top and down to lunch at the chippy. Afterwards we headed round the Talybont loop and Colin let me loose on his KTM 250EXC. Very light and pokey, I was enjoying myself apart from my fillings coming loose with the vibes. I reluctantly gave it back and realised that CRM's are smooth and comfy but slower with softer suspension. We climbed up the double hill which is great fun when the Sun is shining with more super views. By this time I was at the back as my arm was giving me some stick so I was trying not to load it too much. We dropped off Mast Hill, which is pretty steep and always gets my sphincter clenching a touch!

When we were nearly finished Steve decided we would do a few more lanes which was unlucky for Colin as his KTM bogged down again and needed a plug clean/change.

Another enjoyable day. Thanks to Steve. I think the newcomers enjoyed themselves and were ready for more!

WILTSHIRE RIGHTS OF WAY NEWS

Countryside & Rights of Way Act 2000

Just about everyone must know by now that the Act was given the Royal Assent on 30th November 2000. Very many thanks to Pete Anstey for printing out a copy for me from the Internet at the earliest opportunity *and* delivering it to my door. I didn't count the pages, but it looks like at least half a ream (250 sheets). This must have cost a bomb and I hope the Group will offer to

cover Pete's expenses. I found it extremely useful to have this advance copy before the official printed version became available.

Explanatory Notes should have been published concurrently with this confusing Act, but according to the Stationery Office, they do not exist yet. Does this mean that the Government does not understand it either? Probably.

The various provisions will be given effect by means of regulations made by the Secretary of State. At the moment we can only guess at the starting date, but could find out quite soon. Many of the 1981 Act provisions were delayed by two years.

It would appear that our worst fears have been realized. We may have to wait until the Act has been thoroughly analyzed by a specialist legal publication like the *Rights of Way Law Review* before we know if there are any potential loopholes.

Without getting too technical, it seems that we are no longer able lawfully to ride on footpaths, bridleways, or restricted byways which have public vehicular rights until they have been upgraded to full byways, but if someone does and is charged with an offence under section 34 of the Road Traffic Act 1988 (as amended), it may be a defence to plead that the rider was a "lawful visitor", which, *"in relation to land, includes any person who enters land for any purpose in the exercise of a right conferred by law"*.

A right conferred by statute law might include a public carriage road set out in an inclosure award made under statutory authority, or created by Quarter Sessions order; and a right conferred by common law might cover other cogent historical evidence proving the existence of public vehicular rights. A bizarre twist is that the Secretary of State can prescribe by regulations other unspecified circumstances that would constitute a defence if a person was charged under section 34.

Larkhill Ranges rights of way

A meeting was arranged at West Down Camp on 19th December between the Ministry of Defence, Parish Councils, and user groups. I was invited to attend as the representative of the TRF, BBT and ACU.), to discuss the additional closures requested by the MoD. It wasn't a complete waste of time, but came pretty close. I haven't had the misfortune to meet such an arrogant bunch of cretins since my National Service days. They actually had the gall to claim that their proposals would result in more than 5km of additional rights of way, whereas in fact there would be a net loss of over 43km! Arithmetic isn't one of their strong points. Even my pass was dated 19th December **1999**, but no one noticed.

I managed to get them to admit that their proposals contained a significant error in relation to the suggested alternative southern byway route, but they would not admit the error was theirs (even though it clearly was). By implication they pointed the finger at the County Council, but in this instance they were blameless. The upshot is that this part of the scheme is now acceptable because it is virtually like-for-like,

with no obvious disadvantage to the public. The problem is that the southern byway only represents about a quarter of the total proposals, and the MoD are sticking to an 'all or nothing' line.

I may be able to arrange a meeting with the Defence Land Agent, who being a civilian, may listen to reason - but i'm not banking on it.

I will see if I can dig up some good news for the next Newsletter.
Bill Riley

FOOT AND MOUTH OUTBREAK

Please do not ride on green lanes until further notice. Be aware that you could be liable for a fine up to £5000 if caught. The TRF will not tolerate members flouting this law.

The content in this magazine is not necessarily the views of the Editor or the TRF.